

FINAL

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on November 20, 2002 by Charles Solis.

1. Roll Call

PRESENT: John Diefenbaker
 Ted Halsey
 Jan Hubbell
 Richard Kilmer
 Robert Schultz
 Charles Solis

ABSENT: Eric Grinnell

Also present: Sgt. Robert Redmond, Troy Police Department
 John Abraham, Traffic Engineer
 Lt. Robert Matlick, Fire Department
 Lori Grigg Bluhm, City Attorney

and Item 3 Fr. Edward Belczak, St. Thomas More, 4580 Adams Road
 Geoffrey Hutchison, Kasco Co. 26075 Woodward, Huntington Woods
 Jill Rusgo, 2538 Red Fox Trail
 Kathy Fryhoff, 2464 Red Fox Trail
 Chris Mann, 4269 Wentworth
 Dan Di Cosmo, 2872 Orchard Trail
 Jim Schultz, 4771 Squirrel Hill
 David Hipp, 4815 Rambling Drive

 Item 6 John Murphy, 555 Vanderpool
 Edwin Heineken, 574 Vanderpool

 Item 7 Janice Brzezinski, Principal, Hill Elementary School, 4600 Forsyth
 Cindy Nurak, 2750 Renshaw

2. Minutes September 18, 2002

Motion by Kilmer
Seconded by Hubbell

To approve the September 18, 2002 minutes as printed.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 4580 Adams Road

St. Thomas More Church is requesting a waiver for the sidewalk at 4580 Adams Road. There are no sidewalks existing near this parcel. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks." The sidewalk ordinance requires that sidewalk be installed due to a recent addition.

The request for sidewalk waiver for the above parcel was considered by the Traffic Committee in May and was denied. Since then, the church's contractor has been consulting with the City's Engineering Department regarding sidewalk installation. Attached please find a letter dated July 5, 2002, describing engineering impediments to sidewalk installation. The City engineers have resolved issues with sidewalk installation on Timberwyck and Red Fox Trail. The contractor feels the City's solution to installing sidewalk on Adams is difficult and cost prohibitive, and requested a rehearing of the waiver for Adams Road only. At a different meeting the church's willingness to settle issues regarding driveways to residential roads was also expressed. Please see attached letters for details.

At the September Traffic Committee meeting Father Belczak, of St. Thomas More Church, also requested a re-hearing of the sidewalk waiver requests for Red Fox Trail and Timberwyck, since he believed that the notifications were not sent to all neighbors for the May meeting when it was acted upon. However, our City Attorney has looked into the mailing lists from May 2002 and determined that all residents within 300 feet of the church property were notified of the meeting, and that a rehearing for the residential road sidewalks is not required.

On September 18, 2002, the Traffic Committee resolved to grant a rehearing on the issue of the sidewalk waiver for Adams Road only.

The public hearing was declared open.

Geoff Hutchison of Kasco Inc. presented a handout (attached) listing five reasons why St. Thomas More church should receive its sidewalk waiver, including several photographs illustrating the obstacles to sidewalk installation.

Neall Schroeder, from the City Engineering Department, was asked to give a summary based on his long experience with the City and St. Thomas More site. In summary, he said that in 1988 improvements made to the church required sidewalk installation and other code improvements. At that time, the City advised against installing the sidewalk because a water main was being installed along Adams Road. That project was delayed and changed many times and the installation of the improvement was not done. This issue came up again when the church modified its building in 2000.

Mr. Schroeder reported that Adams Road is already at a higher elevation than the church property, causing water to stand on the front lawn. A sidewalk would have to be even higher, causing more rain water to flow onto church property. In response to a question by Mr. Schultz, Mr. Schroeder said the only real solution would be a major storm sewer project by Oakland County, the likelihood of which almost nonexistent. Mr. Schroeder also reported that the church has given the City an easement to establish a rain garden to hold water runoff at the rear of the church property.

Mr. Schroeder added that before waiver-granting responsibility was given to the Traffic Committee, City Council was the deciding body, and all sidewalk waivers previously requested for Adams Road were granted.

The public hearing was declared closed.

RESOLUTION #2002-14

Motion by Diefenbaker

Seconded by Halsey

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, St. Thomas More Church has requested a temporary waiver of the requirement to construct a sidewalk along Adams Road because Adams is already developed with no sidewalks existing.

WHEREAS, the Traffic Committee has determined the following:

1. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
2. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
3. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a temporary two-year waiver of the sidewalk requirement along Adams Road for the property at 4580 Adams, which is owned by St. Thomas More Church.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

REGULAR BUSINESS

Motion by Hubbell

Seconded by Schultz

To take Items 6 and 7 out of order.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

6. Install YIELD Sign on Vanderpool at Ellenboro

Ms. Debra Bogole of 543 Vanderpool requests a YIELD sign on Vanderpool at Ellenboro. Ms. Bogole remembers that there used to be a sign at the intersection and thought that the sign was never replaced after some road work. All Traffic Control Orders related to YIELD signs were searched but no TCO was found for this location, which would mean that even if the sign had been there previously, it was not approved by City Council.

Ms. Bogole wanted to pursue getting a sign at the intersection. Traffic crash records indicate that there have been no crashes at the intersection in the past five years. Traffic volume counts indicate that Vanderpool west of Ellenboro carries less than 300 vehicles per day while Ellenboro carries around 400 vehicles per day. The range of traffic volumes on Troy residential streets is between 300-5000 vehicles per day. Many low volume intersections are not signed within the City, and basic traffic laws apply to these intersections.

Ed Heineken, 574 Vanderpool, wants STOP signs on Ellenboro. He has had several close calls at that intersection, and also reports that two large spruce trees cause a sight obstruction. He also pointed out that there are four STOP signs on Hartland, and feels they would be warranted on Ellenboro also. Dr. Abraham will have the Parks & Recreation Department check the sight obstruction.

John Murphy, 555 Vanderpool, mentioned that the intersection is the only one in the subdivision that has no traffic control signs.

Motion by Halsey
Seconded by Hubbell

To recommend installing two YIELD signs on Vanderpool at Ellenboro.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

7. Restrict Parking on both sides of Quincy between Mill Pond and Hill Elementary School

Ms. Cindy Nurak reports a traffic safety concern during school arrival and dismissal times in the section of Quincy between Mill Pond and Hill Elementary School. This section of Quincy is around 130 feet, and during arrival and dismissal a number of parents park in this area and take their kids to the school building. Observations indicate that during the 15 minutes before school starts, there is a solid line of cars

extending from the STOP sign at the school to the intersection of Mill Pond, often in

violation of the minimum distance requirement (15 feet) from STOP signs and intersections.

The intersection of Mill Pond and Quincy also has a marked crosswalk for students, controlled by school safety patrol students. Observations indicate that the school safety students are doing a good job of crossing students in a safe manner. However, in many instances vehicles (particularly SUVs) parked in this section of Quincy cause sight obstructions, so the safety patrol students may not be able to see vehicles approaching from the school. Also, vehicles approaching the intersection from the school may not be able to see students crossing Mill Pond. The Assistant Superintendent for the Troy School District also reported similar concerns and said that the school principal has made several attempts to talk to parents about not parking in this area. Observations during school "off peak" times indicate few or no parked vehicles in this section. Ms. Nurak presented this item at the meeting and furnished a petition signed by 23 citizens supporting parking restrictions.

Mr. Halsey asked that letters be sent from the school informing parents of the new regulations. Ms. Brzezinski, Hill School Principal, agreed with the resolution and stated that she would notify parents.

Sergeant Redmond will initiate some selective enforcement in the area.

Motion by Schultz
Seconded by Kilmer

To recommend installation of signs indicating NO PARKING BETWEEN 8:00-9:00 a.m. and 3:00-4:00 p.m., SCHOOL DAYS ONLY on both sides of Quincy for 100 feet east of Mill Pond and on Mill Pond 100 feet north of Quincy,

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

4. Install Fire Lanes at 1737 Thunderbird

Lou Wagner of Star Builders, owner of 1765 Thunderbird, requests that fire lanes be posted on the north side of 1737 Thunderbird. Mr. Wagner says that 1737 was supposed to be posted at the time of construction, as was 1765.

The distance between the two buildings is 33 feet, and there are two utility poles on the property line towards the rear (west) of the buildings. People park on the north side of 1737, reducing the width of the driveway.

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes

shown on the attached sketch be provided to allow proper deployment of and travel by

emergency vehicles (fire, police, medical).

The Fire Department has worked with the owners of both buildings and come up with a compromise agreed upon by all involved. Fire lanes will be posted on the south side of 1737 and on the north side of 1765.

Motion by Hubbell
Seconded by Schultz

To recommend that fire lanes/tow away zones be established on the south side of 1737 Thunderbird and on the north side of 1765 Thunderbird.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

5. Restrict Parking on Hale Drive

This item was withdrawn by the petitioner.

8. Report from the Traffic Engineer – Section 27 Traffic Study

At the September Traffic Committee meeting some members requested that a complete study of the southwest corner of Section 27 be performed to quantify traffic concerns and to find solutions. This is an update to what is being done. Following studies are proposed for this area that includes Hartshorn, Chopin, Birchwood, Vermont, Woodslee, Arthur, Larchwood and Algansee Streets.

- a. Traffic volume counts for all streets have been performed, and the attachment presents the results of the study.
- b. A license plate survey is planned to quantify the cut-through traffic in the neighborhood. Ms. Hutchinson agreed to talk to her neighbors about participating in the study, and this will be scheduled based on the availability of volunteers. Since we have not heard from Ms. Hutchinson, our traffic technicians performed a study to find the extent of through traffic between Livernois and Maple using Algansee and Hartshorn (highest volume streets). There were eight vehicles observed to enter from Maple and exit onto Livernois in the morning peak and nine vehicles in the evening peak from Livernois to Maple. The Committee felt that this was not a significant number.

9. Update on Concerns about Left Turns from Post Office Driveways.

At the last meeting Mr. Kilmer indicated that it is difficult to make a left turn out of the post office on Livernois, and felt that it may be hazardous. Attached is a collision

diagram that shows pictorially the traffic crashes that occurred in 2000 and 2001. In

2000 there were four right angle type crashes and one rear-end type crash at the post office driveway. One crash resulted in an injury. In 2001 there was only one right angle type and one rear-end crash in the proximity of the driveway.

10. Update on Concerns about Left Turns from Shell Station at Crooks and Big Beaver.

Mr. Schultz indicated at the last meeting that the gas station at the northwest corner of the intersection of Crooks and Big Beaver had some left-turn challenges; i.e., left turns onto Crooks Road which are very difficult, but motorists still try to do it. Attached is a collision diagram for the intersection of Crooks and Big Beaver for 2000 and 2001. In 2000, there were five crashes in the proximity of the gas station drive onto Crooks Road. Two angle-type crashes involved vehicles exiting the drive involved in crashes with southbound vehicles.

In 2001 there were three right-angle crashes involving vehicles trying to make a left turn from northbound Crooks into the gas station. There was one head-on crash related to the same maneuver. Three rear-end type crashes also occurred near the driveway. The rear end type crashes are typical at driveways such as this close to the intersection. Three right angle crashes and the head-on are of concern.

From the two-year crash analysis, however, there is no pattern of crashes that can be targeted with improvements. In 2000 the angle crashes involved outbound vehicles making left turns, while in 2001 it involved inbound left-turning vehicles. Making left turns in or out of this driveway is a considerable challenge due to high traffic volumes at the intersection and the fact that left turners will need a gap in three lanes (two southbound through and one southbound right turn lane) to safely complete their turn.

11. Install Fire Lanes at Wattles Creek Condominiums

Traffic Control Order 88-03-MR of May 1988 established fire lanes on the west side (fire hydrant side) of Old Creek Road. There are many other fire lane signs posted on private roads within the condo complex (see attached sketch) to facilitate access for emergency vehicles. Lt. Matlick requests a traffic control order to correspond with the actual signage in place.

Motion by Diefenbaker
Seconded by Schultz

To recommend that the fire lanes/tow away zones shown on the attached sketch be established at Wattles Creek Condos.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

12. Visitors' Time

No one appeared to address the Committee on items not on the agenda.

13. Other Business

Mr. Schultz suggested that the City enforce the fire lane ordinance more aggressively. Sgt. Redmond said the patrol officers can ticket violators parked in fire lanes on private property if the fire lanes are City approved.

14. Adjourn

Mr. Diefenbaker reported that he will be unable to attend the January and February meetings, as he will be out of town.

Motion by Halsey
Seconded by Schultz

To adjourn the meeting at 8:43. The next meeting is scheduled for January 15, 2003.

YEAS: 6

NAYS: 0

ABSENT: 1